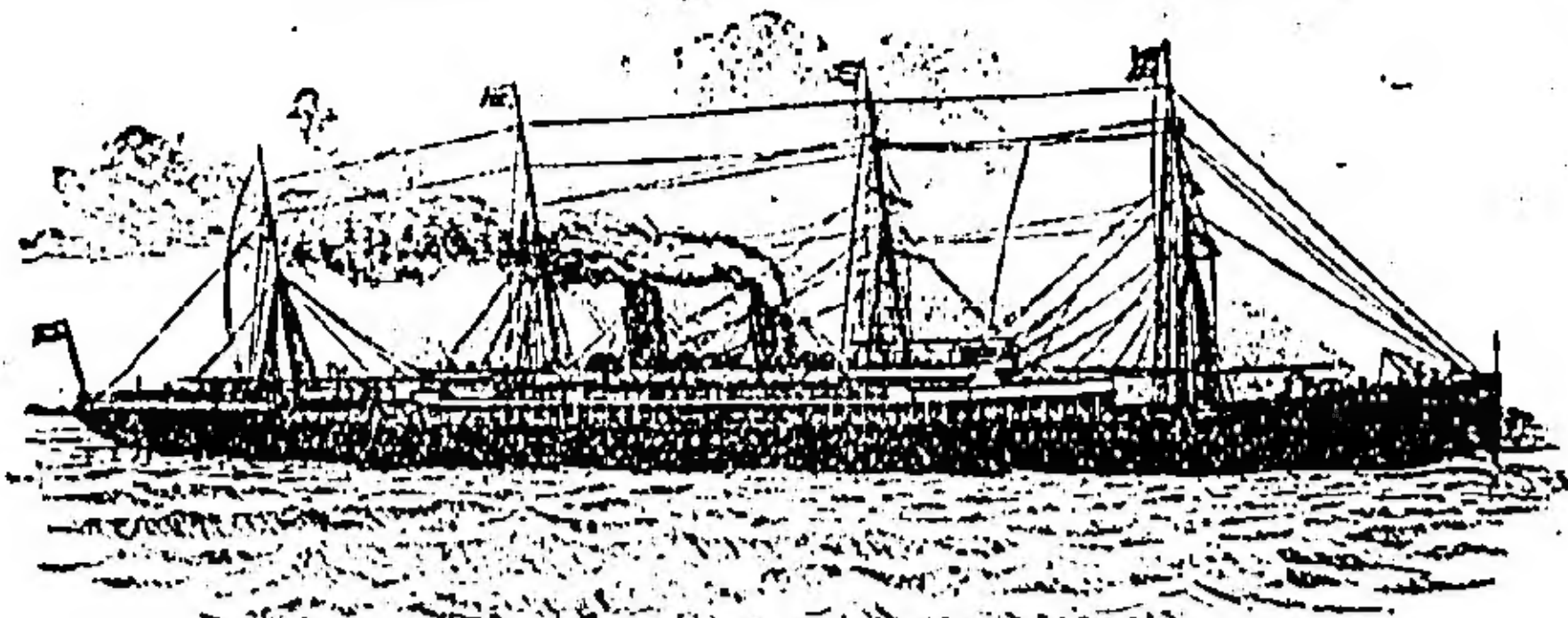


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU"	WEDNESDAY, 22nd July, at Daylight.
"KOREA"	TUESDAY, 28th July, at Noon.
"GAELIC"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CHINA"	SATURDAY, 22nd August, at Noon.
"DORIC"	TUESDAY, 29th August, at Noon.
"NIPPON MARU"	TUESDAY, 8th September, at Noon.
"SIBERIA"	WEDNESDAY, 16th September, at Noon.
"COPTIC"	SATURDAY, 26th September, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 22nd instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 11th July, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN"	6,000 Tons.	WEDNESDAY, 15th July.
"TARTAR"	4,425	WEDNESDAY, 22nd July.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 5th August.
"ATHENIAN"	3,882	WEDNESDAY, 12th August.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 26th August.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 23rd September.
"TARTAR"	4,425	WEDNESDAY, 7th October.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 21st October.
"ATHENIAN"	3,882	WEDNESDAY, 4th November.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 18th November.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 16th December.
"TARTAR"	4,425	WEDNESDAY, 30th December.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

Hongkong, 25th June, 1903.

D. E. BROWN, General Agent,
Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	
NURNBERG	HAVRE and HAMBURG.	17th July.	Freight.
Jaburg	(Calling at SINGAPORE and PENANG.)		
WURZBURG	HAVRE, BREMEN and HAMBURG.	29th July.	Freight and Passengers.
v. Bismarck	(Calling at SINGAPORE and COLOMBO.)		
BADENIA	HAVRE and HAMBURG.	12th August.	Freight.
Rüden	(Calling at SINGAPORE and PENANG.)		
SITHONIA	HAVRE and HAMBURG.	26th August.	Freight.
Hildebrandt	(Calling at SINGAPORE and COLOMBO.)		
KONIGSBERG	HAVRE and HAMBURG.	9th Sept.	Freight and Passengers.
Mayer	(Calling at SINGAPORE and PENANG.)		
ANDALUSIA	HAVRE and HAMBURG.	23rd Sept.	Freight.
von Döhren	(Calling at SINGAPORE and COLOMBO.)		
ARABIA	NEW YORK	about middle	
Bahle	Via SUEZ CANAL.	of August.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 9th July, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	2,363 tons.	Captain H. D. Jones.
"PU WAI"	2,338	G. F. Morrison, R.N.R.
"PATSI LUN"	2,260	A. W. Dixon.
"HANKOW"	3,073	C. Y. Lloyd.
"KINSHAN"	2,860	J. J. Lusius.

Departures from Hongkong to Canton daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and Sundays at 6 P.M. only.

Departures from Canton to Hongkong daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.	Captain W. E. Clarke.
------------------	-------------	-----------------------

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. Sunday Do. from Macao to Hongkong daily at about 7.30 A.M. excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons.	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING"	569 tons.	Captain R. D. Thomas.
"SAINAM"	588	B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD
Hongkong, 9th May, 1903.

Intimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net \$5.00 per Cask ex
Factory.

In Bags of 250 lbs. Net \$3.00 per Bag ex
Factory.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 13th May, 1903.

MACGOWEN, FRICKEL & CO.

have undertaken the Sole Agency in
Hongkong for



A Pure LAGER BEER excellently

Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pls.

or

\$2.00 per doz.

3, Duddell Street,
Hongkong.

18th June, 1903.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 12th May, 1903.

TUBORG BEER.

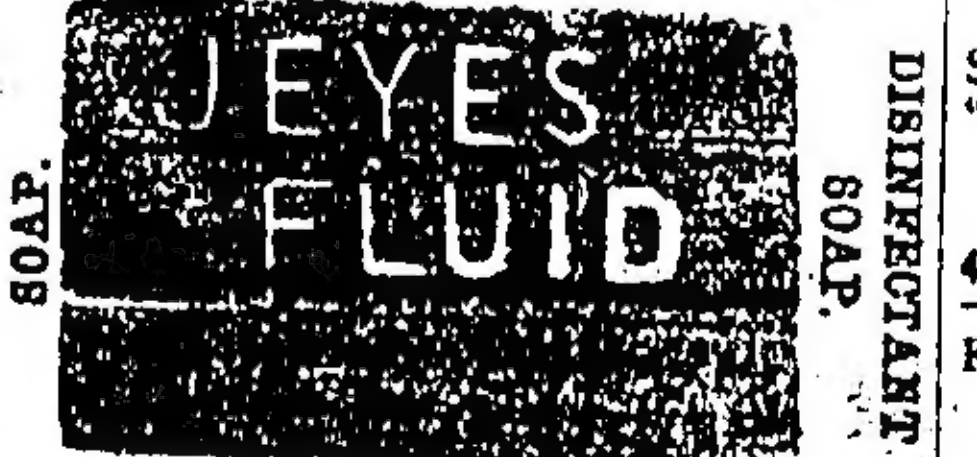
A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.
Hongkong, 10th January, 1903.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. C. HUMPHREYS & Co.,
Bank Buildings.

DENTISTRY.

SUI SANG,
(Lately Practising with D. I. SAKATA),
DENTIST.
No. 26, Connaught Road Central.
Hongkong, 9th February, 1903.

Intimations.

NOTICE TO CREDITORS.

IN THE SUPREME COURT OF
HONGKONG.

PROBATE DIVISION.

IN THE GOODS OF WILLIAM
PITCAIRN GALT,
deceased.

TAKE NOTICE that the time for Creditors
to send in their Claims against the above
Estate has been limited to the 20th July, 1903,
and that the 20th June, 1903,
is the date to which the Claims are required to be sent in to the above Date to—
MACON & HASTINGS,
Queen's Road Central,
Hongkong,
Administrators.

RUSSO-CHINESE BANK.

THE BANK OF SOUTH CHINA having
been taken over with all ASSETS and
LIABILITIES by this Bank, a BRANCH
of the RUSSO-CHINESE BANK will be OPENED
in Hongkong, on TUESDAY, the 14th instant,
under the Management of Messrs. J. W. R.
TAYLOR and P. A. SCHLUMBERGER, Mr. A. R.
CARRE being empowered to sign Per Pro-
curation.

TEMPORARY OFFICES (while New Offices
in PRINCE'S BUILDINGS are being built),
VICTORIA HOTEL BUILDINGS,
ICE HOUSE STREET.

Hongkong, 13th July, 1903.

GENERAL AVERAGE S.S. "PEKIN."

NOTICE is hereby given to all concerned
that the General Average Statement of
the S.S. "PEKIN" consequent on the Fire which
occurred at Kobe on the 5th and 6th April,
1903, is being prepared at Yokohama, by Mr.
H. P. WADMAN, of the China Traders Insurance
Co., Ltd.

E. A. HEWETT,
Superintendent.

Peninsular & Oriental S.N. Co.,
Hongkong, 13th July, 1903.

HONGKONG JOCKEY CLUB.

A MEETING OF MEMBERS intending to
subscribe for GRIFFINS for the NEXT
RACE MEETING will be held in the
HONGKONG HOTEL, on THURSDAY next,
the 16th JULY instant, at 5 P.M.
Every intending Subscriber is requested to
be present.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 10th July, 1903.

APPOINTMENT VACANT.

THE SERVICES of an ENGLISH LADY
as SECOND MISTRESS, KOW-
LOON SCHOOL, will be required from
October next. Candidates should apply to
Undersigned.

EDWARD A. IRVING,
Inspector of Schools.

Hongkong, 10th July, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.
40, QUEEN'S ROAD,
Watson's Building.

FINE DELICIOUS AND JUICY
CALIFORNIAN MUSK MELONS!

AMERICAN WATER MELONS!!

AND
HIGH CLASS VEGETABLES IN

SEASON.

FRESH DAILY.

Can be obtained from
CHING SHAN CHAN,
No. 42, Central Market.
Hongkong, 1st July, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]

THEY HAVE ARRIVED

57 Varieties of good things for the table.

HEINZ

Do you know

that HEINZ SWEET PICKLES are known
throughout the world for their delicate aromatic
flavor and distinctive virtues?

THE MUTUAL STORES,
25, Des Vœux Road Central.

Hongkong, 29th June, 1903.

[553e]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17]

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Lunch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

GO TO THE
KOWLOON HOTEL,
FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

SPONGES! SPONGES!!
JUST OPENED A Box of Superior Lot of
TOILET and NURSERY SPONGES
of Different Sizes.

Prices very Moderate.

H. RUTTONJEE,
No. 5, D'Aguiar Street,
36 and 138, Elgin Road, Kowloon.
Hongkong, 13th July, 1903.</

METHODS OF REFORM IN
CHINA AND THEIR
NET RESULTS.

(Being a paper read before the Shanghai
Missionary Association on the 5th of May.)
BY DR. GILBERT REID.

IV.

(13.) In February of last year, a startling
Edict was issued, abolishing the old prohibition
of intermarriage of the Manchus and Chinese,
and exhorting the Chinese everywhere to give
up the practice of foot-binding. This Edict
was not issued as a command, but the change
of custom is helped forward by the known
wishes of the Imperial family.

(14.) March 1st of last year, an Edict was
issued, stating the desirability of embodying in
the Chinese laws modern laws adopted from
abroad; and the Chinese Ministers to foreign
Courts were ordered to collect books on laws
relating to mines, railways, and commerce.
The three Viceroy-Liu Kun-yi, Chang
Chih-tung, and Yuan Shih-kai—were also
ordered to select men to be sent to Peking
to help in the translation of such books. On
May 13th Shen Chia-pen, a Vice-President
of the Board of Punishments, and Wu
Ting-fang, who was then Minister in Wash-
ington, were ordered to draw up a digest of
laws such as could be included in the Chinese
legal system. I know it is the intention of His
Excellency Wu to go on with this matter; but
I think it very plain to us all, that such a task
requires the help of many legal experts, who at
the same time are not radical, and do not fail
to appreciate the character of the laws already
existing in China and adapted to the Chinese.

(15.) In the development of these reform
measures, we at last come down to an Edict of
a few days ago, April the 22nd, when on the
recommendation of Prince Ching, just appointed
to be head of the Cabinet, he and another
member of the Cabinet, Chih Hing-chi, with
the Board of Revenue, were empowered to make
arrangements for a uniform coinage in China,
by establishing in Peking the chief mint where
such coins should be struck off, and which
should take the place of the coins in other
mints with their different standards. As soon
as a sufficient number of this uniform currency
should be prepared, all taxes and duties are
ordered to be paid by the use of such coins. If
this is carried out, one of the points in the
British Commercial Treaty will have been
observed.

(16.) In connection with these different re-
forms commanded by the Throne, we ought
not to omit a reference to a really very impor-
tant reform in the social life of the Court and
the high officials on the one side, and the re-
presentative families from abroad on the other
side. Those only who have known from per-
sonal experience the obstacles that have stood
in the way of such friendly relations in the
past, of the suspicion and espionage that have
prevailed, can appreciate the importance of the
change, in spirit and in practice, among the
highest in the land. Considering the character
and the past conduct of some of the high per-
sonages, who are now receiving with open arms
the ladies and gentlemen, with their children
of our home lands we may with reason be dis-
satisfied, and even disgusted, but none the less
we should not close our eyes to the significance
of the change that has thus taken place, since
the return of the Court to Peking. We have
always argued that improved social relations
between the East and the West are the founda-
tion of mutual understanding and mutual
peace. I believe that this is equally so in the
present social situation in Peking.

We have now given the outline of the re-
forms of the present régime of the Empress
Dowager. A few things should be noted in
characterising these reforms:—

First: Most of these reforms are similar in
character, and oftentimes in language, to the
reforms promulgated by the Emperor in 1898.
It is a striking fact that though it is understood
that there is still disagreement between the
Emperor and the Empress Dowager, and
though the Edicts of the Emperor at first were
countermanded by the Empress Dowager, yet
there is, at last, this agreement in the reforms
of both. Second: Most of the reform Edicts
of the present régime were promulgated prior
to the return of the Court to Peking, for the
most part, extending from June to November
of 1901. From this fact, it may be surmised
with good reason, that the reform measures
were a politic move, rather than the outcome
of sincere conviction and an awakened con-
science. But even so, we should rejoice that
a beginning is made in reform, and that
apparently the Throne gives its countenance
to reform. Third: It is a striking fact that
these reforms have been promulgated, whilst
men with conservative tendencies, and by no
means friendly toward foreigners, have
been the advisors of the Throne. If reforms
have been thus initiated amid conservative sur-
roundings, what may we expect when pro-
gressive men are at the head of affairs. Fourth:
It is hard to believe that no reform has been
intended. I, for one, do not believe that the
Court has been merely trying to "throw dust in
the eyes" of foreigners. The Empress Dowager,
until the coup d'état of 1898, was generally
regarded as rather progressive and open-minded
in her temperament and public policy. Since
the experience of 1900, she has more than ever
shown this to be the case. In an interesting
Edict that appeared October 2nd, 1901, it was
again stated that the Emperor and the Empress
Dowager were one at heart and that the adop-
tion of the Western methods was necessary.
"The Officials and people," the Edict said,
"must divest themselves of the belief that the
Throne is not in earnest for reform, for the
Empress Dowager is determined to allow no
half measure." Let us trust that this will
really be found to be true. Fifth: The one great
deficiency in the present reforms, as we have
already hinted, is the lack of conscience, the
failure to place honestly before everything else,
the mere material, and so superficial, character

of the existing reforms. It was Phillips Brooks
who once said, "Christ never cared to re-shape
circumstances until He had regenerated. It
is very wonderful to me to see how thoroughly
His disciples caught this method. Almost
instantly, as soon as they began their work,
they seemed to have been filled with a true
conception of its divine method,—that not from
the outside but from the inside; not by the
remodelling of institutions, but by a change
of character; not by the suppression of vice,
but by the destruction of sin, the world
was to be saved." Keeping in mind these
words, we can truthfully say, that what China
needs most of all, is moral reformation, and
as essential to this, regeneration from above.

Right here we may notice a strange feature
of Chinese official life; many of those who are
most friendly to foreign influences are the most
corrupt; many who are conservative and anti-
foreign are the most honest. "The old-time"
prides himself on his ethics; the friend of
foreigners has caught a craze for wealth, and has
learned the ways of the spendthrift and de-
bauchee. The best way to win the conserva-
tive man oftentimes is, not by magnifying
everything foreign, but by reverting to moral
principles. For example, a former Governor of
the Province of Shantung, Li Ping-hong, was
noted as extremely hostile to everything foreign,
but he was spoken of as the most honest official
in China. A few years ago I sent him a docu-
ment on reform, in which the moral element
was made supreme. The Governor wrote me
a personal letter expressing his hearty approval,
the only letter, I think, he ever addressed to a
foreigner.

In examining the questions of reform in
China and their net results, we may fail to
realise the vast complexity that is found.
Official may be honest according to the Chi-
nese system, though dishonest according to our
own system of administration. If censure is
to be passed, it should be passed on the system,
more than on the individual. Officials not only
receive salaries determined by law, but other
amounts determined by custom. What is be-
yond custom is regarded by the Chinese as
corruption, and generally takes the form of
bribery or extortion. The reason why the Chi-
nese system is not changed to the Occidental
is because its workings are familiar to all. If
a high official needs more money for himself
or for his department, he merely informs those
immediately under him, and they in turn call
upon their inferiors. To place the direction of
the revenues and the expenditures of the whole
Empire in control of the central Government at
Peking seems to the Chinese a needless burden,
much as if some Department at Washington or
in London should undertake to control all the
houses and shops, wholesale and retail,
throughout the whole country, rather than to
allow each man to manage his own business.
Only a few hundred years ago every European
country had the system now prevailing in
China. But as the system has changed in
Europe, so it must change in China if China is
to hold her own. The task, however, is more
arduous than was ever undertaken in any other
country. It will not be mere child's play. Nor
can reforms be rushed through by an Imperial
Edict or by visionary, hot-headed reformers.

Moreover, the complexity of the problem is
intensified by China's international relations.
She is not left to adopt to her own conditions
any proposed system, but in every move she
must question its bearings on her foreign
policy. Japan was given a free hand to learn
from any source she pleased and to employ
any instructor she pleased. Not so with China.
A person of one nationality invited as adviser
or instructor, arouses the jealousy of some
other nationality and brings about complications.

All in all, I am inclined to think that
there has been an advance in the favour
with which the Government looks upon
reform. In some respects there has been
almost a revolution in the policy of the Govern-
ment. Good reform Edicts have been issued,
and there have already been some good net
results; but whether the results will be suffi-
ciently widespread and deep-rooted to preserve
the country, and make her people happy and
prosperous, it is hard to say at the present
moment. It would seem as if far more
strenuous efforts will be needed in the way of
reform, and a greater awakening of the con-
science of her people and her rulers, if the
results produced are to be sufficiently great for
the problems that now loom up in China and
in all the Far East.—N. C. D. News.

To be Let.

GODOWN TO LET.

NO. 155, PRAVA EAST, Spacious Two-
storied Godown. Suitable for Yam
or Coals.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.,
Hongkong, 10th July, 1903. [597e]

TO LET.

HOUSES IN LEIGHTON HILL ROAD.
FLATS IN MORETON TERRACE, CAUSE-
WAY BAY, facing the Polo Ground.
GODOWNS at BOWRINGTON, Prava East,
No. 3, RIVINGTON TERRACE in Flats.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.,
Hongkong, 6th July, 1903. [599e]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95
and 96, PRAVA EAST.
Apply to—
H. N. MODY,
Victoria Buildings,
Hongkong, 2nd February, 1903. [1328d]

TO LET.

SEVERAL NEWLY-BUILT EUROPEAN
HOUSES IN LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG & KOWLOON
LAND & LOAN CO., LD.
No. 8, Queen's Road West,
Hongkong, 29th October, 1902. [1104d]

Intimations.

BEFORE WE CAN

use them, iron and gold must first be got out
of the ore. The same principle applies to cod
liver oil. Its virtues are not in its fatty
matters; much less in its sickening taste and
smell. No consumptive, or sufferer from any
other wasting disease, was ever greatly bene-
fited by the so called "plain" cod liver oil.
The shock it gives to the nerves, the repulsion
and disgust it excites in the stomach, the
outrages it commits upon the senses of smell
and taste, are enough to spoil any medicinal
potency that may be in it for the majority of
people. This—to say nothing about its being
indigestible. Yet there has always been
reason to believe that, among the elements
which form cod liver oil, there existed curative
properties of the highest value. But it was
necessary to separate them from the nauseating
waste material with which they were com-
bined. This was successfully accomplished in

WAMPOLE'S PREPARATION

and in this effective remedy, made palatable
as honey, we have the very heart and soul of
Pure Cod Liver Oil, combined with the Comp.
Syrup of Hypophosphites and the Extracts of
Malt and Wild Cherry. These constitute a
tissue-builder, a blood purifier, a health
renewer beyond comparison. Disease yields
to it with a completeness and rapidity which
satisfies medical men quite as much as it
delights their patients. In all wasting con-
ditions, Scrofula and Blood Disorders, La
Grippe, Chronic Bronchitis, Pulmonary
Affections, etc., it never fails to relieve and
cure. Dr. Louis W. Bishop says: "I take
pleasure in saying I have found it a most
efficient preparation, embodying all of the
medicinal properties of a pure cod liver oil in
a most palatable form." It stands in the front
rank in the march of medicine. No slow or
doubtful action. Effective from the first dose.
"You cannot be disappointed in it." Sold by
chemists here and everywhere and A. S.
Watson Co., Limited.

THE CANTON LAND COMPANY,
LIMITED.

THE FIFTH ORDINARY GENERAL
MEETING OF SHAREHOLDERS in
the Company will be held in the COMPANY'S
OFFICE, No. 14, Des Vaux Road, Hongkong,
on SATURDAY, the 18th July, 1903, at 11 A.M.
for the purpose of receiving a Statement of
Accounts and the ending 30th June, 1903.
The TRANSFER BOOKS of the Company
will be CLOSED from the 15th to the 18th
July, 1903, both Days inclusive.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 8th July, 1903. [1838e]

REDUCED CHARGES TO EUROPE.

COMMENCING the 15th instant, the Rate
per word charged on Telegrams to
Europe (except Russia and Caucasus) will be
reduced from 7 francs 700 to 5 francs 500 and
the Currency Rate, which is subject to revision,
will be reduced from \$3.35 to \$2.65.

J. M. BECK,
Superintendent.
Hongkong, 8th July, 1903. [1838e]

THE
ROBINSON
PIANO
Co., LTD.

PIANO CLEARANCE SALE

THIS SEASON'S PIANOS, as under,
must be sold to make Room for New
Stock. 100 Pianos to arrive about October.
SQUIRE (Owner's Property)..... \$350
SCHEIDMEYER, Upright..... 400
HOPKINSON, Secondhand..... 350
RUSSELL, Transposing..... 750
ROBINSON PIANO CO., LD.,
Transposing..... 760
RUSSELL, Transposing..... 775
APOLLO (Secondhand) Horizontal
Grand..... 900
SPAETHIE, Upright Grand..... 490
CHAPPELL, Secondhand..... 225
KRELL, (Secondhand), Concert
Upright Grand..... 800
NEEDHAM, (Secondhand),
Upright Grand..... 450
ROBINSON PIANO CO., LD.,
Cottage..... 475
ROBINSON PIANO CO., LD.,
Cottage..... 475
BROADWOOD, Secondhand..... 600
ROBINSON PIANO CO., LD.,
Do..... 650
Do..... 300
BORD, Pianette, (Owner's prop-
erty)..... 285
ORCHESTRION..... 900
SCHEIDMEYER, (Secondhand) 600
ROSENKRANZ..... 450
WERNER, Upright Grand (own-
er's property)..... 450
RACHALS, (Secondhand)..... 750

MUSIC CLEARANCE SALE.

Popular Songs, Piano and Violin Solos, Classi-
cal and Dance Music 3 copies for \$2.
Song Folios containing over 100 songs by
well known composers.
Operas by Sullivan, deKoven, Planquette,
etc., Slightly Soiled Scores.
Collections of Songs by Glover, Gatty,
Roeckel, etc.
Musical Sketch Books, Pianote Recrea-
tions.....

DANCE-ALBUMS, SONG-FOLIOS, &c.
Also our Stock of SMALL MUSICAL
INSTRUMENTS at reduced rates.
Clearance sale to 30th September only, to
make room for new Stocks coming to hand.
Hongkong, 14th July, 1903. [1110d]

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MOGUL,"
FROM LIVERPOOL, MIDDLESBRO'
AND STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 14th instant will be
subject to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 18th
instant, or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 13th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 8th July, 1903. [8050]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER HAMBURG-AMERIKA
LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH,"
of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on WEDNESDAY, the 15th instant,
at 9.30 A.M.

All Claims must reach us before the 18th
July, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 8th July, 1903. [6133c]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND
STRAITS.

THE Steamship

"GLENGYLE,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon, where
each consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

Goods not cleared by the 14th instant will be
subject to rent.
No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognized.

MCGREGOR BROS. & GOW.
Hongkong, 8th July, 1903. [3606]

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRAVELLI,"
FROM PORTLAND (OR), YOKOHAMA,
KOBE AND MOJI.

THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersignature
and to take immediate delivery of their
goods from alongside.

Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

ALLAN CAMERON,
General Agent.
Hongkong, 10th July, 1903. [1266c]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"AMERICA MARU,"
are hereby notified that their Goods are at
their risk being discharged into Lighters and/or
landed into our Godowns Nos. 1 and 2, at
Kennedy Town, (Marine L. 243), and delivery
may be had either from Lighters or from our
Godowns upon countersignature of Bills of
Lading.

Goods remaining undelivered after the 20th
instant will be subject to rent.
All Claims must be sent in to me on or
before the 23rd instant or they will not be
recognized.

No Fire Insurance has been effected.
E. W. TILDEN,
Agent.
Hongkong, 13th July, 1903. [1166d]

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Readers of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing—Gen-
tlemen's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiorress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor School,
who are taught by the Sisters.

Hongkong, 12th April, 1898.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGA MARU* Geo. Anderson	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.	THURSDAY, 16th July, at 4 P.M.
AWA MARU N. Trenth	KOBE and YOKOHAMA.	FRIDAY, 17th July, at Daylight.
YAWATA MARU A. E. Moses	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	SATURDAY, 18th July, at Noon.
KAGOSHIMA MARU K. Kori	KOBE	WEDNESDAY, 22nd July, at Noon.
TAMBA MARU J. Wale	MARSEILLES, LONDON & ANT- WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 25th July, at Daylight.
KINSHU MARU F. L. Pyne	BOMBAY, VIA SINGAPORE and COLOMBO.	MONDAY, 27th July, at 4 P.M.
RIOJUN MARU* N. Ohno	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 28th July, at 4 P.M.
KAMAKURA MARU H. Peterson	KOBE and YOKOHAMA.	FRIDAY, 31st July, at Daylight.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada
and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through
Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI,
Acting Manager.

Hongkong, 14th July, 1903.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for RATAVI,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BALLAARAT,"
Captain F. R. Summers, carrying H
Majesty's Mails, will be despatched from this
BOMBAY, on SATURDAY, the 18th instant
at Noon, taking Passengers and Cargo for the
above Ports.
Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London.
Other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.

Parcels will be received at this Office until
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to—
F. A. HEWITT,
Superintendent.
Hongkong, 6th July, 1903.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA
SHANGHAI, INLAND SEA OF JAPAN,
KOBE and YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY
COMPANY.

Steamers. Tons. Captains. 1903.

Victoria..... 3,502 J. Pantou..... Aug. 1
Pleides*..... 3,751 F. G. Purinton..... Aug. 15
Olympia..... 2,837 J. Truebridge..... Sept. 10

Steamers marked (*) have no passenger
accommodation.
The attention of passengers is directed to
the very cheap rates offered by this line to the
Pacific Coast and to the Interior and Eastern
Cities of the United States and to Europe.

Special rates allowed to members of Govern-
ment Services.
Through Bills of Lading issued to Pacific
Coast Points and to the Principal Cities in the
United States and Canada.

For further Information as to Freight or
Passage, apply to—
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 6th July, 1903. [874d]

Hotel.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND
BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table d'Hotel at Separate Tables.

For Terms, &c., apply to the
MANAGER.

Hongkong, 23rd October, 1902. [1116d]

Auctions.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to be
held on MONDAY, the 20th day of July,
1903, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND,
at Shek Tong Tsui, in the Colony of Hong-
kong, for a term of 75 Years, with the
option of renewal at a CROWN RENT to be
fixed by the Surveyor of His Majesty the KING,
for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality
--------------	--------------	----------

Intimations.



WATSON'S

HOUSEHOLD REMEDIES

FOR THE SUMMER.

PRICKLY

HEAT LOTION

One of our most popular preparations, which has stood the test of fifty years. Cools the skin and removes irritation at once.

RINGWORM

REMEDY

(TONG PANG CHONG)
An absolute specific for Ringworm and Dhobi Itch.

HOUSEHOLD

AMMONIA

Try it in your bath and you will feel all the better for it. For cleansing silverware, jewellery, and clothing, it is without equal.

A. S. WATSON & Co.,

LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 236.
CABLE ADDRESS: "ACHIE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,

祥利廣

17A, QUEEN'S ROAD.

FURNITURE

DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC

DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

CARMICHAEL AND

CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS and CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. CODE, 4th Edition.
A. Code.

Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 20th March, 1903. [355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to the Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per month, proportionally. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 14, 1903.

LOCAL AND GENERAL.

LOCAL Oxford Examinations commenced at Queen's College yesterday.

PARCEL mails for Europe, etc., per s.s. *Ballaarat* will close at 3 p.m. on Friday, the 17th inst.

THE Manila Times says that the old Spanish gunboat *Pelisco* is to be docked and repaired at Hongkong and then placed in the coastwise service.

It is said that the project of building a bridge over the Menam, at Bangkok, is now taking practical shape. It has been mooted at repeated intervals during the past three decades.

FOR entering a house at Lower Lascar Row and stealing a watch, chain and money to the value of \$12, Mr. Sercombe Smith this morning committed a native for trial.

THE police found a small quantity of arms and ammunition in a junk lying in the harbour this morning. The junkman had to pay a fine of \$100, or do six weeks' imprisonment. The arms were confiscated.

We shall have a Souvenir Day, soon but you will have to pay us a personal visit as no chits will go. LeMunyon.—*Advt.*

MESSRS. Nanwo & Co. of Hongkong, (for whom Messrs. Heng Hunt & Co. are the Penang agents), whose steamers were with drawn from the Penang-Singapore-Hongkong run last year, have decided to resume the service.—*Echo.*

THE Siamese Hospital Department have ordered a supply of prophylactic serum from Europe, and hope that, with the concerted help of the military and the police it may be possible to conquer plague there—should the occasion arise.

THE contract for the Kuala Lumpur electric light installation has been let by the Crown Agents to a Swiss firm, and a French gentleman representing this firm (a distinguished electrical engineer) has already arrived, says the *Malay Mail*.

AT about eight o'clock last night, Sergeant P. S. Dymond raided 12, Moon Street and arrested seventeen persons busily engaged playing pai kow. This morning the gang was brought before Mr. J. H. Kemp and a fine of \$50 was imposed upon the first and second defendants, and \$3 upon each of the others.

THE following appointments have been made at the Admiralty:—Surgeons: R. W. B. Hall, to the *Bramble*, to date June 5, and on re-commissioning, undated; and W. W. Keir, M.B., to the *Britannia*, undated. Sub-Lieutenants: K. N. Humphries, to the *Bramble*, and E. Cornaby, to the *Britannia*, to date June 16, and on re-commissioning (N), undated.

Now look out for LeMunyon's new store adv. It is a beauty.—*Advt.*

THE Russian Ministry of Marine intends to equip its warships on foreign stations with operating rooms. The first of these will be fitted out on one of the ironclads going out to the Far-East during the coming autumn. It will be made as complete as possible with regard to surgical instruments and requisites, and the room will be connected by telephone with the other portions of the vessel.

IN the course of a few months, a fine memorial statue of the late Queen Victoria, the work of a leading British sculptor, will appear in the grounds attached to our Legation at Bangkok. The cost, no small sum, was subscribed by the English residents there almost on the instant, and the amount required would have covered many times over had the Siamese been permitted to render monetary assistance.—*L. & China Express.*

THE following cablegram has been received at the State Department from Consul-General McWade at Canton, dated 8th ult. "Viceroy Tsen asks me to transmit through you to the *Christian Herald* his profound and heartfelt gratitude for the donation of \$10,000 for the starting of Kwangsi. Urgently needed. Says it is added proof of American friendship and sympathy for China. Am vigorously preparing second American relief expedition."

THE latest addition to the fleet of the Hamburg-America Line of Hamburg is the *Prinz August Wilhelm*, built for passenger and cargo trade. She is of the class of the Norddeutscher Lloyd *Prinz Heinrich*, and will probably come out to the East shortly. The Hamburg-America Line are building several new vessels for the China trade. The new steamer has accommodation for 860 passengers, of whom 160 will be first saloon, and a cargo capacity of 5,000 tons.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.—*Advt.*

THE Imperial authorities have decided that direct goods traffic between European Russia, Lake Balkal, Manchuria, and Dalay by means of the Manchurian Railway shall be opened this month.

A CASE of murder is reported to us as having taken place in the village of Hoi Fung in the interior of China. The culprit was captured at Shek-long-shui yesterday. He was taken to the Magistracy and remanded until the 21st inst.

ACCORDING to a wire from Washington, dated 3rd ult., the Treasury Department is taking steps to draw the lines tighter along the Mexican border, to prevent the unlawful entrance of Chinese. This is done in view of the importation of Chinese labourers at Manzanillo.

THE *Chefoo Express*, of 4th inst., records the death, from drowning, of Mr. J. Paxton, 3rd engineer of the *Stragan*. The deceased was bathing, but being unable to swim had a life buoy with him, but for some reason or other, he threw the buoy aside and went down immediately.

THE Earl and Countess of Lonsdale, who recently passed through Hongkong on the way to Japan, have now returned, arriving in the Colony this morning, per the *Yasuda Maru*, en route to Brisbane. The Earl was recently decorated by the Emperor of Germany with the Prussian Crown of the First Class.

LAST week's Straits *Gazette* publishes an Order in Council extending the boundaries of the Colony of the Settlements so as to include therein the Cocos Islands. There is also published the Governor's proclamation giving effect to the order from and after July 15. This closes one of the peculiar occurrences incidental to Empire building, remarks the *S. P.*

A MARRIAGE has been arranged between Captain Wilhelm Lams, of the German Navy, and Friedlein Ann von Colln, daughter of Herr Georg von Colln, of Hanover. Captain Lams was recently invested as a Commander of the Bath by the British Ambassador at the Taku Forts while in command of the German gunboat *Albia*. He was also mentioned in despatches by Admiral Seymour, jointly with Capt. Stewart, then commanding His Majesty's ship *Algerine*.

THE *Nagasaki Press* learns that Mr. M. Matsuo, proprietor of the Matsuo Engine Works, Inasa, Nagasaki, is constructing a dockyard and engine works on the eastern side of Kageno Island, which lies at the entrance to Nagasaki Harbour. The dock is to have a length of 256 feet, a breadth of 42 feet, and a depth of 22 feet; it is to be completed by March next. The necessary land for a shipbuilding yard—11,000 tsubo—is now being levelled. The engine works are expected to be ready to undertake orders in 1905.

Don't forget the chits for they will not go. LeMunyon.—*Advt.*

SIR Edwin Arnold, D.C.L.E., celebrated his 71st birthday on June 10. Just half a century ago he won the Newdigate prize at Oxford in an effort which has been followed by *The Light of Asia* and *The Light of the World*. *The Light of Asia* is really an extraordinary feat in facility, for it was all dictated by the author after his journalistic work for the day was done. Latterly Sir Edwin has, as some of our readers will know, fallen a victim to blindness, but it is some consolation that he has the gift of producing literary work without seeing.

YESTERDAY a rough looking Celestial entered a house at Kowloon, occupied by a Portuguese lady, to seek employment as cook or 'boy'. The lady did not like his looks, and told him she had no work for him. He lingered outside for the whole day, and returned this morning, but met with the same reply. He told the lady that he would not leave the premises until he had been paid a month's wages. To settle the question the lady had him charged, and he was fined \$10 or fourteen days at the Magistracy this morning.

A WIRE of 9th ult., says that considerable uneasiness is beginning to be felt in Berlin official circles at the steady increase in the Russian naval forces in the Far East, and in what are regarded as the growing signs of serious complications in Chinese waters at an early date. The German Government has resolved therefore to reinforce strongly its East Asiatic fleet by the immediate addition of several of the finest ships of the navy, while some of the new cruisers now building will be hurriedly completed for dispatch to the Far East.

SINCE all the tenders for the opium and spirit farms are now before Government, although it is understood that no decision has yet been arrived at by Government, we (*S. F. Press*) feel justified in giving the following figures, which, on good authority, are said to be the amounts of the tenders sent in. The present monthly rental is \$263,000, and assuming that the figures given for the new tenders are correct, the monthly and yearly addition to the revenue is as given in the other columns.

New Tender Monthly Yearly Increase.
Seet Tiang \$185,000 \$220,000 \$35,000
Lim \$470,000 \$507,000 \$37,000
Present \$470,000 \$507,000 \$37,000
Farmer \$475,000 \$512,000 \$37,000
Loke Yew \$335,000 \$372,000 \$37,000
Syndicate..... \$335,000 \$372,000 \$37,000

Four floors freshly painted and tinted and in first class condition to rent. Inquire at C. E. LeMunyon, New Store, 31, Des Voeux Road. P. O. Box 368.—*Advt.*

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE Dutch land of plenty in the Malay Archipelago produces no coal. But the mineral is abundant in the neighbouring islands of Borneo and Sumatra. In the latter coal is mined by Government at Ombilin, and the output is about 200,000 tons a year. But that is barely half the requirements of Java, which depends largely on Australia and to a smaller extent on Japan for its supply. For special purposes Cardiff contributes its quota of steam fuel there as elsewhere.

THE walking pace at home continues unabated, one of the more recent contests being among waitresses from "The Far East" Luncheon and Tea Rooms, who dressed in the dainty oriental costume in which they serve, viz., Japanese kimonos, shawls, fans, etc., and with hair arranged in a Japanese. A contemporary wonders whether they assumed the pretty little mincing step popularly supposed to be peculiar to ladies of Nippon.

A DIPLOMATIC authority has told a correspondent of the *Birmingham Post* that an exchange of notes is taking place between the Russian and British Governments regarding the construction of certain lines of railway and the opening up of mineral concessions, in Korea. It appears that Japan was the first to raise objection to these concessions, on the ground that they constitute a breach of the understanding which she has with Russia regarding Korea, and that at her request the British Government has taken the matter up as likewise affecting British interests.

IT is stated that the oldest postage stamps in the world are those issued at Hongkong, which have never been changed since they were first instituted in 1859. Every other stamp in the world has been changed in the forty odd years, but the head of Queen Victoria on the Hongkong stamp has never been altered. Now, however, it appears that a new set of stamps is about to be issued, with the head of King Edward, and when the change has taken place the oldest stamp will be the Russian, with the double-headed eagle and the shield of St. George, which was first issued in 1864.

AS already recorded in our columns, on the completion, in September, of the term of Rear-Admiral Harry T. Grenfell, second in command on the China Station, he will be succeeded by Rear-Admiral the Hon. Ashton G. Curzon-Howe, who has hauled down his flag as second in command of the Channel Fleet. The *L. & C. Express* says that Admiral Grenfell's flag is flying on the *Albion*, first-class battleship, but it is reported that Admiral Curzon-Howe's flagship is to be the *Leviathan*, first-class armoured cruiser, which was to be commissioned at Portsmouth on the 15th ult. by Captain the Hon. Walter G. Stopford, to replace the *Argonaut*, first-class cruiser, Captain G. H. Cherry. The China Squadron is to be reinforced by the transfer of the *Leviathan* battleship, Captain Leslie C. St. John, from the Mediterranean Station. She was commissioned at Portsmouth in April last.

TEBRAU PLANTING CO., LTD.

ANNUAL MEETING.

The seventh general meeting of shareholders in the above company was held in the company's offices at noon to-day. There were present Messrs. Hart Buck (chairman), H. Humphreys, G. Murray Bain, A. H. Mancell, A. P. Nobbs, J. S. Hagen, J. M. Wong, Lau Chu Pak and J. L. Cotter (secretary).

The general managers reported as follows:—To the Shareholders of The Tebrau Planting Company, Limited.

Gentlemen,—We beg to lay before you our balance sheet for the year ending 30th April last. We also annex the report of our estate manager, Mr. Larken. The accounts have been audited in Singapore by Mr. Evans; and in Hongkong by Mr. W. Hutton Potts.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st July, 1903.

JOHORE, Singapore, 24th May, 1903.
Messrs. JOHN D. HUMPHREYS AND SON,
Hongkong.

General Managers, Tebrau Planting Company, Limited.

Dear Sirs,—I beg to report as follows on the Mount Austin Plantation during the twelve months ending 30th April, 1903.

Coffee.—My hopes of a rise in price were completely disappointed and in spite of the fall in value of silver, the dollar price of coffee in Singapore remained so low, only from \$18 to \$20 per picul, that combined with shortness of crop, it was evidently no use to attempt to carry on the coffee portion of the plantation, for we were not getting enough to pay the coolies' wages, and had to continue drawing on our capital, although the coffee had arrived at maturity. In spite of the low price we could still have covered working expenses if we had had a reasonably fair amount of crop, but unfortunately the whole plantation became devoured with leaf disease and it was evidently hopeless to go on. This was especially disappointing, because in order to avoid, as I hoped, any risk of leaf disease, I bought the seeds for the plantation at over \$100 per picul from a splendid plantation in Sumatra rather than use seed grown locally. The coffee plantation is now therefore virtually abandoned except in so far that some of our old coolies have agreed to carry on certain portions at their own risk and to pay the company one-fifth of the produce as rent.

Rubber.—As regards the rubber plantation, I am glad to be able to write very cheerfully, and I think there is every prospect of the 50 acres of rubber at Mount Austin making the planting venture a success after all, in spite of our disappointment about the gambier and coffee.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

Although the oldest portion of the Para Rubbers was only planted five years ago, viz., in April, 1898, the growth of the trees has been so rapid that many of the larger ones measure from 25 to 30 inches in circumference at three feet from the ground and I decided to begin tapping them. The result has been very gratifying as the trees tapped yield about a quarter of a pound of good rubber each, and I could get more out of them easily but I have thought it best to be content with that for the present rather than run any risk of injuring the trees. Of course there are only a few hundred trees as yet that are big enough to tap, but the number is rapidly increasing and the fact that at such an early age they give such an appreciable amount as a quarter of a pound is most reassuring. I am curing the rubber as carefully as possible and shall make small shipment to London in another month or two, when I hope that, in spite of the rubber coming from young trees, it will fetch a high price.

As regards the plantation itself it will be gratifying to the shareholders to know that a high authority in the planting world, who paid me a visit lately, was greatly pleased at its appearance and told me it was one of the finest Para Rubber Plantations, for its age and extent, he had seen either in the Straits or Ceylon—I remain, Dear Sirs, Your Obedient Servant, M. LARKEN.

BALANCE SHEET FOR THE YEAR ENDING 30TH APRIL, 1903.

Liabilities.	
Capital Account:—	
17,835 fully paid up shares	
① \$5.00 ea.....	\$89,125.00
1,045 fully paid up shares	
① \$5.00 ea.....	5,225.00
	\$94,350.00
Suspense Account:—	
Calls paid on 1,650 shares forfeited.	6,575.00
Mortgage of Estate to F. C. Marshall	10,000.00
Accounts Payable.....	1,800.00
	\$112,725.00

Assets.	
Property Account:—	
Purchase Price of old Co.'s property	\$50,000.00
Mount Austin Coffee Plantation	47,083.23
Rubber Plantation	6,897.51
Buildings	1,989.91
Tools	281.28
Cash in Hongkong and	
Shanghai Bank	\$465.89
" in hand	20.65
" with Estate Manager	180.03
" General Managers	3,336.27
	4,002.84
Profit & Loss a/c.—Balance at debit	2,470.23
	\$112,725.00

WORKING ACCOUNT, COFFEE PLANTATION.

May 1st, 1902.	
To Balance brought forward	\$44,353.64
April 30th, 1903.	
To Wages	3,510.43
" Carriage and Charges	432.34
" Proportion of Estate Manager's salary for one year	1,800.00
	\$50,096.36
By Proceeds of Coffee Sold	\$3,013.13
" Balance carried forward	47,083.23
	\$50,096.36

PROFIT AND LOSS ACCOUNT.	
May 1st, 1902.	
To Amount brought forward	\$2,037.51
April 30th, 1903.	
" Hongkong Office Charges	29.19
" Auditor's fee	25.00
" Exchange	9.25
" Interest	369.28
	\$2,470.23
April 30th, 1903.	
By Balance	\$2,470.23
	\$2,470.23

JOHN D. HUMPHREYS & SON,
General Managers.
I have compared the above statement with the books at the Head Office and accounts from Singapore and certify the same to be correct.

W. HUTTON POTTS,
Auditor.

Hongkong, 1st July, 1903.

The Chairman said:—Gentlemen, the report and statement of accounts have been in your hands for some time. I will, therefore, follow the usual custom and take them as read. As the report of our manager, Mr. Larken, is also attached it is not necessary for me to say very much to you. As far as our prospects are concerned it appears that our only hope is our Para Rubber Plantation, and this certainly looks most promising. The samples of rubber you see on the table are from the first tappings of our trees, and are pronounced by experts to be of excellent quality, and if everything goes well and prices keep up it appears to be only a question of quantity as to whether our plantation is to be a financial success or not. Before moving the adoption of the report and statement of accounts, I shall be pleased to give any shareholder any further information he may desire.

There being no questions the Chairman moved the adoption of the report and statement of accounts.

Mr. Murray Baig—I beg to second that proposition. As an old shareholder in this company, it appears to me that there is now some hope of our getting some return for our money. Mr. Larken has laboured long and faithfully but we have been all very unfortunate. There now seems to be a hope and I certainly trust it will be realised.

Carried.

AUDITORS.
The auditors were re-elected, and the meeting terminated.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

BRIDGING THE HONGKONG HARBOUR.

Indian Engineering of the 27th ult. has the following article:—

A retiring harbour master emphasizes the need for easy communication between the two sides of the harbour of Hongkong by a suggestion that the gap should be spanned by a bridge, like that proposed to be constructed across Sydney Harbour. But he studiously avoids a reference to the probable length of the bridge required at Hongkong or the cost of it. We can therefore only treat the scheme as a fanciful conceit induced by the exhilaration of an approaching pension in sterling, and not the depreciated dollar. There is at present no occasion for a bridge, even if one could be constructed in a position to meet the public requirements, and harbour ferries have not reached that limit of development attained in like conditions elsewhere. Simply joining an island with the mainland at some point where a bridge might be possible, would hardly provide the solution of the problem of inter-communication, for the bridge would be where nobody wants it and few could use it. We do not see how the completion of the railway from Chanton to Kowloon will affect the issue, as if the railway came so far it would not stop there, but make the connecting link itself. The idea is attractive, but not feasible.

[In fairness to Commander Rumsey it should be stated that both the length and approximate cost of the bridge were given in the scheme as embodied in his reports.—Ed. H.K. T.]

CHINA AND IMPORTATION OF ARMS.

The following communication from the Treasury Department was received by the Collector of the Port of San Francisco on 5th ult.:—Sir,—The Secretary of State has forwarded to this department copies of correspondence with the Russian Embassy in regard to the importation of arms into China, and has requested that its authorities be instructed to exercise renewed vigilance in this respect.

The matter was mentioned in the department's instructions to you dated April 2, 1902, requiring you to report to the department the exportation of arms and warlike material to China, in certain cases. You will please take action in the matter as suggested by the Secretary of State.—Respectfully, R. B. ARMSTRONG, Assistant Secretary.

The local *Chronicle* says that no comments were made in the Collector's office on the letter, except that no arms were shipped from this port to China so far as the knowledge of those in the office was concerned. Arms might have been shipped surreptitiously. Consignments could go as canned goods, or for that matter, as any class of merchandise, and the department would be none the wiser, as one official expressed it. There is no law that would prevent a shipment of war material to China, or any other country, that is, in a state of peace, but the information of such shipments could be given.

With reference to the wire printed in our issue last evening Mr. L. Vander Stegen writes to the *N. C. D. News*:—The Japanese accuse the Germans of smuggling arms into China, which they deny, and throw the ball at the accusers, at the same time charging the Belgians with participating in the trade. ("It was not I, said the Cat, it was the mice who did it.") Allow me to deny emphatically the German accusation towards Belgium; since the signing of the Peace Protocol forbidding the introduction of arms into China, the Belgian Minister of Finance has issued order to the Customs, forbidding shipment of any arms to China not excepting Hongkong, and to illustrate how strictly this order is carried out I will tell you that last December I wanted to ship from Belgium six revolvers and six thousand cartridges by a German steamer, but was refused permission by the Customs. As the weapons were intended for European use, I applied to the Minister of Finance for special permission, but he would not grant same, on account of the Protocol in question, declaring at the same time that he had already refused permission to many German applicants.

THE PLAGUE.

Three cases of plague, making 1,337 since January 1st, were notified during the twenty-four hours ended at noon to-day. One, a Portuguese from Elgin Street, died from the disease. The others were Chinese cases.

SHIPPING AND MAILS.

MAILS DUE.

American (Korea) 16th inst.
English (Bengal) 17th inst.
Canadian (Athenian) 20th inst.
Australian (Tianan) 21st inst.
German (Sachsen) 23rd inst.
Canadian (Empress of China) 27th inst.
American (Hongkong Maru) 4th prox.

The B. T. B. Co.'s s.s. *Lynn* arrived at Victoria on 12th inst.

The N. P. S. Co.'s s.s. *Victoria* arrived at Yokohama on 13th inst.

The B. S. Co.'s s.s. *Tremont* sailed from Yokohama for Victoria and Tacoma on 11th inst.

The I. C. S. N. S. s.s. *Namsang* left Calcutta for this port via the Straits on 11th inst., and may be expected here on 27th inst.

The P. M. S. S. Co.'s s.s. *Korea* with mails, &c., from San Francisco to the 19th ult., left Shanghai for this port at 11 a.m. to-day.

The O. & O. S. S. Co.'s s.s. *Devote* which left hence for San Francisco via ports of call—16th ult., arrived at her destination

TELEGRAMS.

(Router's.)

The Kaiser and the Pope.

LONDON, 11th July.
The Kaiser has sent an autograph letter of sympathy to the Pope by a special emissary.

The Bisley Meeting.

The Americans won the Palma Trophy at Bisley with a record score of 1,570.

Eton and Harrow Cricket Match.
Eton beat Harrow by an innings and 54 runs.

The illness of the Pope.

July 12th.
The doctors say that the Pope has overcome the critical period of his illness and that he may last for days or even weeks.

Bulgaria and Turkey.

A semi-official announcement in Sofia says that the Government have gladly noted the declarations of the Powers that Turkey's plans are not aggressive, and also that the Powers may intervene to secure the withdrawal of Turkish reinforcements from the frontier; the Government is especially gratified by the Turkish promises of better treatment of Bulgarians and by the Macedonian Government having consequently revoked counter measures, notably the calling out of the reserves.

UNITED STATES CURRENCY COMMISSION.

In connection with the visit to Europe of the United States Commission on the subject of silver currencies, a summary has been published of the explanations and opinions in the American Press on the proposals of the Mexican and Chinese Governments as submitted to Congress early in the year. The proposals are that Mexico and other countries so disposed shall issue a new silver currency at the ratio of about 32 to 1. This currency shall be kept at a fixed value in gold by Government control of the quantity through closing the mints to free coinage; by its acceptance at gold parity for public dues; and by the maintenance of a gold exchange fund in leading financial centres. The proposal to coin the new pieces at 32 to 1 instead of 16 to 1 is not an effort to maintain silver bullion at a fixed parity with open mints. It is a rate of coinage selected to bring the bullion value of the coins into some approximate relation to their exchange value. Under the system proposed, the value of the coins will not depend upon the price of silver bullion, but will be kept steady by the fact that the supply of coins is starved down to the need for them in the channels of trade.—L. & C. Express.

THE SERBIAN TRAGEDY.

This mail brings a full account of the murders at Belgrade. One of these gives the following details:

It was nearly 1:30 a.m. when the 37 officers, under the leadership of Colonel Alexander Maschin and Lieut.-Colonel Micsics, forced their way into the palace. Behind them followed a strong military force of detachments of the 6th and 7th regiments, which surrounded the entire palace. As none of the doors could be broken open, a number of them and among them those leading into the secret apartments of the King and Queen, were blown up by dynamite, in which process an adjutant of his Majesty, Colonel Michael Naumovics, was killed. The conspirators at once rushed in. In the first apartment they were met by Colonel Jovan Mikovics, who was an officer of artillery and son-in-law of General Zinzar Markovics. He was an officer of the watch. The attacking party at once shot him down. The same fate befell Adjutant General Lazar Petrovics, who was in the next room. Before he fell, however, he rushed forward and fired his revolver on them several times, but without hitting anybody. The way to the real apartments was now clear. The conspirators could hear that the King and Queen were alarmed. His Majesty rushed to the window, and in vain called appealingly for help. There was no answer; no one came, and no one attempted to come. He saw the end was approaching; he kissed the Queen and embraced her for the last time, and courageously awaited the conspirators, who were now breaking down the door of his apartment. All was soon over. The door was speedily smashed in, and, revolver in hand, the men all rushed upon the royal pair, firing as they did so with their revolvers. There was a hail of bullets; both King and Queen fell together, locked as they fell in one last embrace. They were killed with bullets, and they must have died at once. Meanwhile, detachments under the leadership of various officers had forced an entrance into the dwellings of the Ministers General Zinzar Markovics and General Milovan Pavlovics, as well as into that of M. Belimer Teodorovics. The two first were promptly shot dead on the spot. Teodorovics was gravely wounded.

The National Zeitung (Berlin) published the following interview which its Belgrade representative had with Colonel Mshitch, who led the military party that burst into the Palace. He said:—
There were a number of us; whether it was I or another who fired the first shot is simply a matter of conjecture. The chief point for us is that our work was successful. We have rendered the Fatherland a tremendous service, and highly satisfied our success. The first shot was fired at General Lazar Petrovitch was from the revolver of Captain Milan Ristitch, who is known as a splendid marksman. The General was hit in the forehead and fell dead instantaneously.

ASK for ASAHI JAPANESE BEER—G. Girault.

TIENTSIN.

(From Our Own Correspondent.)

July 2nd.
We have been waiting so long for Russia to clear out of Manchuria, or for the Allied Powers to show some front, that I hardly like to venture on any forecasts, but there seems to be some slight indication of coming change. Japanese reservists and those civilians whose names are on the service list have been recalled, and some importance is not unnaturally attached to the circumstance, though as a matter of fact it is quite possibly nothing more than a precautionary move. It may, on the other hand, signify much. It is noticeable that the Japanese coolies going about the street are adopting an obtrusive swagger, and any Japanese face lights up at the bare suggestion of impending hostilities. They all "hope so" with vigour. The Russians on the other hand look rather more serious. M. Lesler has gone through to Port Arthur to see General de Wogack, who is due to leave there almost immediately for home to take up his post as Aide-de-Camp to the Czar. Capt. Neichvolodoff who is to act as his secretary leaves here for Port Arthur tomorrow. Before Pokotloff left here he visited Viceroy Yuan and tried to get on the same terms with him as the Russians are on with Prince Ching whom they have bought over body and soul. First he approached him on the financial difficulties ground, and offered to lend money to put the City finances in order. Yuan Shi-kai wiggled out of this by declaring he must ask the other officials. Then Pokotloff the wary suggested that he hoped Yuan would not set his face against the Manchurian business and persuasively urged him to rather recommend Russia's demands than otherwise. Yuan is stated to have waxed impatient at this and declared the matter rested entirely with the Wai Wu Pu and had nothing to do with him. History does not record what Pokotloff thought, but if the story is true he can entertain no very warm regard for him.

From Newchwang I learn that two river steamers said to belong to the Russian Lumber and Mining Co. in the Far East were dispatched on the 21st ult. for Tung Cheang Tze, the principal up-river bean depot distant some 200 miles. Their ostensible object is to facilitate the transportation of the beans stored up-river to Newchwang.

There has been a fair amount of rain at Newchwang inland and there is sufficient water to allow of the passage of bean craft, but supplies are still very irregular and scanty owing to the difficulty of arbitrating the loss in transit. The boat carrying the beans must guarantee full measurement delivery at the port of destination which on account of the natural shrinkage entails a loss unless the boat's crew water the beans, a course strictly forbidden by edict in consequence of the extreme to which it was at one time carried. Furthermore prices ruling are too high for Southern purchasers, and at present only forward contracts settled in the winter are being filled.

A friend writing from Newchwang on the 27th ult. says: Considerable excitement was caused here on the 25th by a canard originating in Dalny to the effect that the Russian War Minister had been murdered by a Japanese, while returning from a banquet given by the Emperor of Japan. Finally the story was contradicted in an official telegram from Tokyo.

A storm and waterspout is reported from Kaichow with hailstones as large as duck eggs which are said to have killed two women and damaged the crops.

When I sent the previous award by Mr. Deiring I mentioned, I think, there was one other matter still to be settled, and I append the copy of the award issued to-day with regard to this.

AWARD.

The Bund, Railway Station Road and parcels of land in dispute and referred for arbitration by L. C. Hopkins, Esq., H.B.M. Consul-General, acting as British Commissioner by despatch dated the 13th of March, 1903.

And by N. Laptev, H.I.R.M. Consul, acting as Russian Commissioner by despatch dated the 12th March, 1903.

I, the undersigned, having been called upon to arbitrate in the above matter and having after scrutiny of the papers and documentary evidence submitted come to the conclusion that the said Bund Road, Railway Station Road and parcel of land marked on plan submitted C, B, and D, were acquired by the Railway Administration previous to the troubles of the year 1900, and form therefore part and parcel of the land dealt with in the Chi Chia Low case in which award was made under date of the 20th April, 1903.

Accordingly, and to the best of my knowledge and belief—

1. I adjudicate the said Roads and parcels of land to the Railway Administration, so that they may be dealt with in conformity with the provisions of the compromise as recorded in the minute of the first meeting of the Railway Land Commission held at H. B. M. Consulate General on July the 25th, 1902.

2. With regard to the alleged right of Prince Su to the land forming the Bund Road, Railway Road and parcels of land marked C, B, and D, the claim is to be dealt with as provided in paragraph 2 of my decision in the Chi Chia Low Land case.

G. DETRING, Arbitrator.

Tientsin, 30th June, 1903.

A WIRE from Honolulu states that word has been received there from Hongkong that the White Star liner *Germanic* will soon be running in the Pacific trade for the Oriental and Occidental Company, probably taking the place of the *Gallic*. The *Germanic* is a boat of 5,000 tons, much larger than any of the Oriental and Occidental boats now calling here, and she has been long engaged in the Atlantic trade.

ASK for ASAHI JAPANESE BEER—G. Girault.

SUICIDE FROM THE "FOWAN"

As reported in our issue, last evening, a man, named Duncan, formerly a mate in one of Messrs. Jardine, Matheson & Co.'s steamers, jumped overboard from the *Fowan* yesterday. It seems that the steamer was entering the Whampoa tidepole at 3:45 yesterday morning, and a lamp-trimmer raised the alarm of "man overboard." Engines were reversed, and life belts thrown, but the man who, it is reported, was not responsible for his actions at the time, was not rescued.

THE EASTERN MAILS.

The L. & C. Express of the 12th ult. prints the following editorial:—

The continued discussion of the Post Office vote for expenses of the Mail Packet services took place on 8th inst., when Mr. Caldwell dealt with the subject of the two British mail services to the Far East; that by the Peninsular and Oriental Company *via* Suez, and that by the C. P. R. *via* Canada. Briefly stated, Mr. Caldwell apparently thought that the P. and O. service for China should be superseded by the Siberian route, and that, as the Canadian Pacific had not fulfilled the promises made at the time the subsidy was granted, it should not be renewed for the five years longer, and further time thus given them to carry out what should already have become an accomplished fact. He did not include the Straits Settlements in his survey, and apparently that colony might be left in a condition to get its mails by any way it could. Or possibly it came within his suggestion that in times of peace the cruisers of His Majesty's Navy should be utilised for the conveyance of mails. It will, doubtless, be readily seen that such a proposal is not of a very practical order. Any mail service would be liable to interruption and possible disarrangement in time of war, but even in peace time the exigencies of the service would hardly permit of that regularity in the delivery and despatch of vessels which is so essential a feature of any ocean mail contract. The Postmaster-General certainly had a large majority of the House with him when he said he did not propose to ask the Committee to consider the suggestion of the hon. member that cruisers should be employed in leisure times as ordinary mail ships. To that he would anticipate the strongest opposition from the Admiralty, and he did not think anyone acquainted with the Admiralty would associate himself with the hon. member in that proposal. From Canada comes the repudiation that the Dominion was pledging itself to do certain things in consideration of the continuance of the Pacific steamship subsidy, which Mr. Austen Chamberlain complained had not been done. It will be seen that the Postmaster-General, in his reply to Mr. Caldwell, said that His Majesty's Government, in their anxiety to meet the wishes of Canada and give Canada every opportunity for facilitating the establishment of a fast Atlantic service, had to the utmost limits to which they could be pressed to go in assenting to the renewal of the contract for five years, in the hope that by that time the establishment of an Atlantic service might become an accomplished fact, and that we might then get a further quickening on the Pacific side, and soon make this a route of real value. If these results were not achieved in the further interval which was left, he did not think it likely that whoever might be then responsible at the Treasury or Post Office would be inclined to concur in any further extension of the contract on its present basis. There were some other benefits conferred, however, by the possession of this route, the advantage of which would probably be revealed to a greater extent in time of war, rather than in time of peace. There must surely have been potential advantages likewise in having such boats as the Empress steamers available in time of emergency. The mail time to Hongkong may be greater than that *via* Suez by the P. and O. route, but no one will deny that this line running on the Pacific has not tended to strengthen Great Britain's position at a time when the Pacific is becoming yearly of more commercial and political importance.

Mr. Caldwell did not make out a very strong case against the P. and O. Company's contract *via* Suez, though Mr. Austen Chamberlain voiced for popular impression, that any renewal of the Eastern and Far Eastern mails should be on the lines of "greater speed and smaller cost." This is the burden, he told the House, of most of the representations made to him from the countries and colonies interested. But there is a point at which it is impossible that these desiderata can be brought together, and according to the P. and O. Company, this point has practically been reached. That company is ready to give the public all the advantages in the way of quick journeys that could be given consistently with sound business principles, for the P. and O. Company, we must remember, is a commercial company that has to be run strictly on business lines if it would succeed. It has consistently with these considerations quickened its public service, and certainly for the last year or two it is the only line on which dependence can be placed either outward or homeward to keep strictly to its schedule times. In its mail service it has given value for the public money, but this does not unfortunately cover all that the public ask as passengers and its service to the Far East has in consequence suffered in a way that is at times made to reflect on its apparently Imperial position. There is as yet no arrangement made with the Russian Post Office to send the mails *via* Siberia, but even when such is brought about it would for many reasons be distinctly desirable that a British sea route should also exist, at a greater speed doubtless, but whether at smaller cost we must wait to see.

ASK for ASAHI JAPANESE BEER—G. Girault.

HONGKONG AND SHANGHAI BANKING CORPORATION.

We are officially authorized to state that, subject to audit, the directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting a Dividend of £1.10/6 per share
Add to Reserve Fund \$500,000
Write off Property at \$200,000
And Carry forward about \$1,425,000

COMMERCIAL.

HEMP, SUGAR, RICE.

In their bi-weekly circular, dated Manila, 30th ult., Messrs. Warner, Barnes & Co. state:—

Hemp: Market has been very lifeless during the interval, and dollar prices have continued without any change. Sterling prices have fluctuated only slightly in sympathy with exchange, which is 1/8th higher since our last. Dealers' stocks are insignificant, amounting to some 15,000 bales, as all free arrivals have been disposed of. We quote fair current in-day at \$20 per picul sellers, equal at exchange 1/8th to £32. 10. 0 per ton f.o.b.

Sugar: Manila—Nominal, nothing offering. Taal: No crop.

Hilo: Since our last report about 1,900 tons, No. 1 and No. 2, have changed hands at between \$4.87 and \$5 basis usual assorted, and 1,000 tons of No. 3 at \$4.50.

We quote to-day for usual assorted \$4.68 per picul, equal at 1/9 exchange to £71.9 per ton f.o.b.

Rice: Market has advanced and is very firm at \$6.81 per picul 2nd Saigon. Local stocks are very materially diminished, and the improvement is in sympathy with enhanced values in Saigon. 2nd Pangsasinan is selling in small lots at \$6.50 per cavan.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer ... 1/8 9/16
" Bank Bills, on demand ... 1/8 9/16
" Credits, 4 months' sight ... 1/8 9/16
" Debits, 4 months' sight ... 1/9 1/16
ON BERLIN, (demand) ... M. 1.75
ON PARIS, Bank Bills, on demand ... 2.15
" Credits, 4 months' sight ... 2.19
ON NEW YORK, Bank Bills, on demand ... 41 1/2
" Credits, 30 days' sight ... 42 1/2
ON BOMBAY, Telegraphic Transfer ... 128 1/2
" On demand ... 128 1/2
ON SHANGHAI, Telegraphic Transfer ... 7 1/8
" Private 30 days' sight ... 7 1/8
ON YOKOHAMA, T.T. ... 3 1/2
Sovereigns, Bank's Buying Rate ... 51 1/2
Gold Leaf no touch, per tael ... 61.60
Bar Silver ... 24 1/2

OPUM QUOTATIONS.

To-day's quotations are as follows:—
MALWA NEW ... @ 960/990
" LAST YEAR ... @ 1,000/1,030
" OLDEST ... @ 1,080/1,120
PATNA NEW ... @ 1,075
" OLD ... @ 1,075
BENARES NEW ... @ 1,075
" OLD ... @ 1,075
PERSIAN (PAPER) ... @ 750/800

To-day's Advertisements.

WANCHAI STORING COMPANY.

NOTICE is hereby given that Messrs. SHEWAN, TOMES & CO. have this Day been Re-appointed to act as AGENTS of the WANCHAI STORING COMPANY until further notice.

SHEWAN, TOMES & CO. [833e]

THE WEST POINT BUILDING CO., LIMITED.

AN INTERIM DIVIDEND OF ONE DOLLAR AND A HALF per share for Six Months ending 30th June, 1903, will be PAYABLE on the 28th instant, on which Date DIVIDEND WARRANTS may be obtained on Application at the COMPANY'S OFFICE. The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 28th instant, (both days inclusive). By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to The Hongkong Land Investment and Agency Co., Limited, The West Point Building Co., Limited. Hongkong, 14th July, 1903. [838e]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.
AN INTERIM DIVIDEND OF SIX DOLLARS per Share for Six Months ending 30th June, 1903, will be PAYABLE on the 28th instant, on which Date DIVIDEND WARRANTS may be obtained on Application at the COMPANY'S OFFICE. The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 28th instant, both days inclusive. By Order of the Board of Directors, A. SHELTON HOOPER, Secretary. Hongkong, 14th July, 1903. [839e]

TO LET.

ONE or TWO ROOMS at No. 12, ARBUTHNOT ROAD (entrance from Wyndham Street also). Apply to C. M., Hongkong Hotel (Secretary's Office). Hongkong, 14th July, 1903. [842e]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW. The Company's Steamship "THALES," Captain Robson, will be despatched for the above Ports, on FRIDAY, the 17th instant, at 11 A.M. For Freight or Passage, apply to DOUGLAS, LAFAIK & CO., General Managers. Hongkong, 14th July, 1903. [843e]

ASK for ASAHI JAPANESE BEER—G. Girault.

To-day's Advertisements.

HONGKONG VOLUNTEER CORPS.

Under the Patronage of His Excellency Sir H. A. BLAKE, G.C.M.G.; His Excellency Major-General Sir W. J. GASCOIGNE, K.C.M.G.; &c., &c., &c.

A GRAND PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND, on THURSDAY, the 16th JULY, at 9 P.M. In the event of unfavourable weather the Concert will be held in the S. ANDREW'S HALL.

Front Seats, \$2. Remainder \$1. Sailors, Soldiers, and Volunteers in Uniform half-price. Tickets can be obtained from Volunteer Headquarters: Messrs. Kelly & Walsh, and the Officers, H.K.V.C.

N.B.—Tickets already taken for 14th July are available. Hongkong, 14th July, 1903. [836e]

THE TRADE MARKS ORDINANCE, 1898.
APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that Messrs. SHEWAN, TOMES & CO. as Agents for the TACOMA GRAIN COMPANY of Tacoma, State of Washington, U.S.A., have on the 28th day of January, 1903, applied for the registration in Hongkong in the Register of Trade Marks the following TRADE MARKS:—
No. 1. "VINCO."
No. 2. The initials T. G. Co., entwined within a circle.
No. 3. The name of TACOMA GRAIN COMPANY.

These Trade Marks have been used by the TACOMA GRAIN COMPANY since September 1st, 1902, in respect to the following:—
Flour in Class 43.
Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 28th day of January, 1903. SHEWAN, TOMES & CO., No. 9, Des Voeux Road, duly authorised Agents for and on behalf of the TACOMA GRAIN COMPANY. [837e]

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of LABOUR and JUNKS in connection with the COALING of H. M. FLEET, etc., at Hongkong for a period of 12 Months from the 1st August, 1903.

Forms of Tender can be obtained on Application to the NAVAL STORE OFFICER, H. M. NAVAL YARD, Hongkong, and should be returned not later than NOON, on WEDNESDAY, the 22nd July, 1903.

A Deposit of One Hundred Dollars will be required with each Tender, to be returned if the Tender is declined. Hongkong, 14th July, 1903. [841e]

STOLEN OR STRAYED.

A PEKINGESE POODLE from PAGODA BUNGALOW, KOWLOON. White with brown ears, black nose and mouth, large brown patch on side, curly fluffy tail, very bandy or crooked fore legs. Name, "JAPPY." REWARD will be paid for its recovery. CHAS. T. LETTON, KELLY & WALSH, LTD. Hongkong, 14th July, 1903. [840e]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DJIBOUTI, EGYPTE, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 28th July, 1903, at 11 A.M., the Company's Steamship "POLYNESIE," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 27th July, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Content and Value of Packages are required. For further Particulars, apply at the Company's Office. G. DE CHAMPEAUX, Agent. Hongkong, 14th July, 1903. [1004e]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL. THE Steamship "BENLEDI," Captain D. Clark, will be despatched as above on or about SUNDAY, the 26th instant. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 14th July, 1903. [818e]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship "KUMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after THURSDAY, the 16th instant, at 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers. Hongkong, 14th July, 1903. [834e]

ASK for ASAHI JAPANESE BEER—G. Girault.

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To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KÖBE AND YOKOHAMA.

THE Company's Steamship "YARRA."

Captain Sellier, will be despatched for the above Ports, TO-DAY, the 14th instant, at 7 P.M. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. Hongkong, 14th July, 1903. [1004c]

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

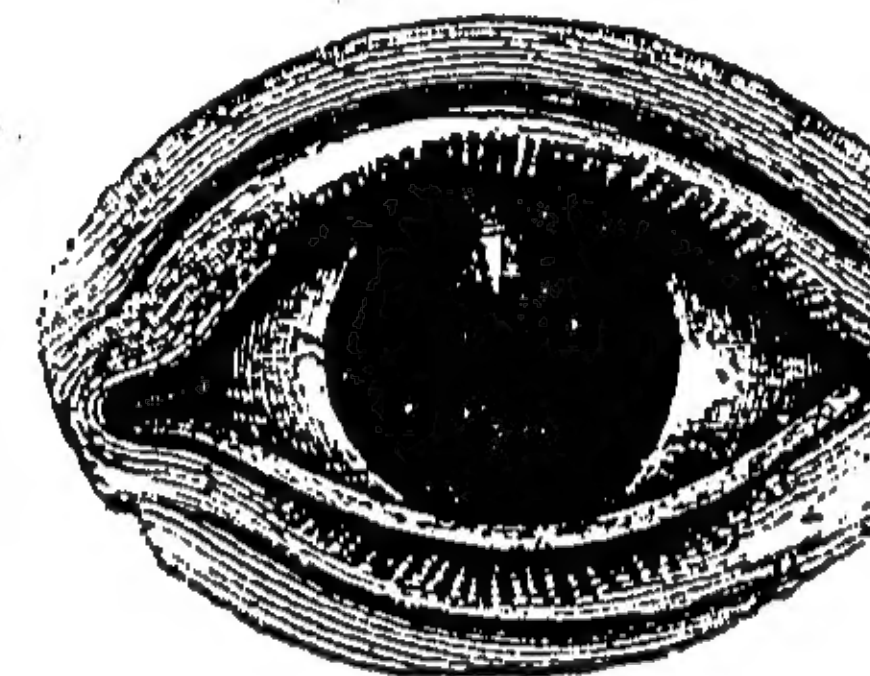
CONSIGNEES of Cargo from London ex s.s. *Atalapha*, and from Bordeaux ex s.s. *Ville de Rochefort*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 14th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 21st instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st instant, at 3 P.M., or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 21st instant, at 3 P.M. No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent. Hongkong, 14th July, 1903. [1004c]



N. LAZARUS,

OPHTHALMIC OPTICIAN,

OF LONDON AND CALCUTTA.

SIGHT TESTED.

LENSES for the correction of Astigmatism ground on the premises.

Spectacles and Eyeglasses in all styles and metals.

Consulting Room:

No. 16, Queen's Road Central,

Nearly opposite the Hongkong Hotel with entrance through store of R. Houghion, Tailor.

DAVID BENJAMIN, Manager.

Hongkong, 23rd June, 1903. [6e]



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS

By Appointment to H.M. THE KING and H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central. [61e]

ASK for ASAHI JAPANESE BEER—G. Girault.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 13th August.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 26th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 26th September.

S.S. "DIOMED" left Singapore 11th inst. a.m. and is due here 16th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ABERDEEN	"PELEUS"	On 21st July.
MARSEILLES, LONDON & ABERDEEN	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON & ABERDEEN	"STENTOR"	On 4th August.
MARSEILLES, LONDON & ABERDEEN	"TYDEUS"	On 13th August.
MARSEILLES, LONDON & ABERDEEN	"DIOMED"	On 18th September.
MARSEILLES, LONDON & ABERDEEN	"NESTOR"	On 15th September.
MARSEILLES, LONDON & ABERDEEN	"MOVUNE"	On 15th September.
MARSEILLES, LONDON & ABERDEEN	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON & ABERDEEN	"GLAUCUS"	On 29th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	On 10th August.
	"DEUCALION"	On 6th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKIANG"	15th July.
AMOY, SAMARANG and SOERABAYA	"SHANTUNG"	17th "
KOBE	"TSINAN"	25th "
CEBU and ILOILO	"KAIFONG"	27th "
MANILA	"TAIYUAN"	27th "
PORT DARWIN, THURSDAY IS- LAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYD- NEY and MELBOURNE.	"TAIYUAN"	27th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is on board.

† Taking Cargo on through Bills of Lading in all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

M.A.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th July, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried—All the most up-
to-date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 18th July, at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 25th July, at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th July, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF
JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	July 16, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, "
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 15th July.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 19th July.
FOR FOCHOW	"ANPING MARU"	J. Goto	
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Vaux Road Central.

Hongkong, 10th July, 1903.

T. ARIMA, Manager.

[1779c]

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903. [804c]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIP ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [1322c]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM TO

SHANGHAI, YOKOHAMA AND

KOBE.

THE Company's Steamship

"MARQUIS BACQUEHEM,"

Captain Raskevich, will leave for the above

places on SATURDAY, the 18th instant, P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co.,

Agents.

Prince's Building.

Hongkong, 10th July, 1903. [820c]

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW

YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"VERONA,"

Captain H. N. Spieser, will be despatched as

above on or about SATURDAY, the 25th July.

For Freight, &c., apply to

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 6th July, 1903. [761c]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
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ROHILLA MARU E. P. Bishop 3,869 FRIDAY, 17th July, at 11 A.M.

ROSETTA MARU N. Tate 3,876 THURSDAY, 23rd July, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 11th July, 1903. [177c]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLO-
MBO, BOMBAY, KARACHI, ADEN,
SUZ and PORT SAID.

(Taking Cargo at through rates to the

BRAZILS, to SOUTH AFRICA, PERSIAN

GULF, RED SEA, BLACK SEA, LEVANT,
VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"TRIESTE,"

Captain Mecozzi, will be despatched as above

on TUESDAY, the 1st July.

For Information as to Passage and Freight

apply to

SANDER, WIELER & Co.,

Agents.

Hongkong, 30th June, 1903. [687c]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking throughCargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain W. C. MacArthur, will be despatched

for the above Ports, on WEDNESDAY, the

29th instant, at Noon.

This well-known Steamer is specially fitted for

Passengers, and has a Refrigerating Chamber,

which ensures the supply of Fresh Provisions,

Ice, &c., throughout the voyage.

This Steamer is installed throughout with the

Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 2nd July, 1903. [1785c]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BULL SMITH.

DAILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M., SUNDAY included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

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Steerage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to—

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81, Queen's Road Central.

Hongkong, 22nd June, 1903. [697c]

EXCURSION TO MACAO.

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FARE.—Return Ticket including Tiffin and Dinner (either on Board or at Marao Hotel) \$5. A Matched for Sea Bathing is provided and Bathing Clothes, &c., provided at a reasonable rate.

SAM WANG & CO., LD.

Hongkong, 30th June, 1903. [714c]

KWONG WAN STEAMBOAT COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"PAK KONG,"

Captain W. Moore Mason.

Departures from HONGKONG to MACAO, Daily, at 7 A.M. SUNDAY included. Departures from MACAO to HONGKONG, Daily, about 2 P.M. SUNDAY included.

Special Trip every Sunday leaving Hongkong at 8 A.M. Macao 5.30 P.M.

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FARES:

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Further Particulars may be obtained at the Office of the

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Hongkong, 3rd July, 1903. [786c]

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Hongkong, 11th July, 1903. [1339c]

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Steamship. Captain. Tons. Sailing Date.

ROHILLA MARU E. P. Bishop 3,869 FRIDAY, 17th July, at 11 A.M.

ROSETTA MARU N. Tate 3,876 THURSDAY, 23rd July, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 11th July, 1903. [177c]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Passmore, will be despatched for the

above Ports, TO-MORROW, the 15th instant,

at 11 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co.,

General Managers.

Hongkong, 14th July, 1903. [827c]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

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"YUENSANG,"

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This Steamer has Superior Accommodation

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Hongkong, 13th July, 1903. [828c]

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FOR MANILA.

THE Company's Japanese Mail Steamship

"YAWATA MARU,"

3,600 Tons, Captain A. E. Moses, will be de-
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Hongkong, 9th July, 1903. [811c]

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THE MANAGER,

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Hongkong, 14th January, 1903.

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